

Chapter XI.

KEY INTEGRATED STRATEGIES AND NEAR- AND LONG-TERM RECOMMENDATIONS

The previous chapters have laid out the recommendations of each planning element. This chapter classifies some of these recommendations as being a part of key integrated strategies, and classifies the rest as being either near-term or long-term; a few of the near-term recommendations are also singled out as being key. The Eastlake Neighborhood Plan has the following four key integrated strategies: (1) diversity strategy; (2) Eastlake main street strategy; (3) Fairview shoreline corridor strategy; and (4) I-5 corridor impacts strategy. For convenience, recommendations are briefly summarized here; for the full text of the recommendation and for background, see the relevant chapter. Prefixes for the recommendations are as follows: AH=Affordable Housing; CD=Community Design; D=Diversity; NG=Gateway; M=Main Street; OS=Open Space; and T=Transportation.

1. Diversity Strategy

Diversity has been an important neighborhood goal since the 1992 Eastlake Tomorrow framework plan, and now as then, it is defined to include not just a mix of ethnicities and incomes, but also interaction between the neighborhood and the local school, and preserving history and historic structures.

- D-1.1 Obtain a grant to develop a plan and take action to encourage more ethnic diversity among residents.
- D-1.3 Work with SEATRAN and King County Metro for a transportation network that is accessible to seniors, children, and the disabled. Includes T-2.2 (longer walk signal); T-2.6 (disability -friendly crossings); T-2. 10 (curb ramps); and T-5.2 (maximum two blocks between local bus stops).
- D-1.4 Work with the Seattle School District to make the Options Program at Seward (TOPS) more available to neighborhood children by establishing neighborhood residency as the top priority for Seward assignment.

- CD-18 Ensure that Seward School remains a public school and a focus of community identity and activities by participating in the Seward SAC and the TOPS Site Council, supporting the school’s landmark designation and working with TOPS and the School District on matters of mutual interest.

- D-2.2 Develop a program within the neighborhood to increase interaction between businesses and residents and acknowledge their respective importance and contributions to the community.

- AH-1.1 (also D-1 .2) Encourage the City to facilitate housing in Eastlake that is affordable regardless of social or economic status.

- AH-1.2 Implement the City’s Comprehensive Plan Policy H 37 allowing higher subsidy or production costs per unit in neighborhoods like Eastlake where land values are higher. Do so by: (1) setting aside \$1 million/year in City housing funds to competitively fund such projects; and (2) requiring that at least \$1 million/year in City housing funds be offered for such projects as a challenge fired to match the next year’s fundraising.

- AH-1.3 Provide incentives to the Seattle Housing Authority, private developers, non-profit housing developers, land trusts, and other similar entities, to acquire, rehabilitate or develop low or low-moderate income subsidized multifamily housing projects in high land value neighborhoods like Eastlake.

- AH-1.5 Adopt the use, development standard, and permitting changes outlined in recommendation CD- 1 (for the Eastlake Avenue Pedestrian District) to achieve mixed-use and single-purpose residential projects on commercial and neighborhood commercial zoned properties that are not part of Eastlake’s commercial core and comers.

- AH-1.6 Encourage alternative and non-traditional housing solutions such as office studios, loft studios, live/work units, house sharing, small lot projects, cottage housing, and “mother-in-law” apartments.

- AH-1.8 Extend the scope of the existing program for transfer of development rights (under which downtown projects purchase more development capacity by funding housing projects downtown) by allowing covenanted low-income housing projects in neighborhoods like Eastlake to receive the benefits.

- AH-1.9 Encourage pilot projects in Eastlake to promote affordable housing using such tools as community land trusts and development of government-owned land.

- AH-1.10 Expand the Mayor’s proposed new tax abatement program to promote housing projects in Eastlake that are covenanted to served those with low to low-moderate incomes. [Key]

- CD-3 Adopt a design guideline providing incentives for the preservation, renovation, and continued use of existing structures.

- CD-4 Monitor Eastlake's achievement of the Comprehensive Plan's household growth targets and pace it to fit the neighborhood's character, size, scale, infrastructure, and public services.
- OS-8 (OS-8. 1-OS-8.8) Consistent with the agreed-upon design and uses, improve Rogers Playfield and the 2500 block of Franklin Avenue as an integrated public open space shared by the community and school, and designate the Franklin Avenue block as a Type IV green street.
- T-2.6 Install disability-friendly facilities at the Louisa, Roanoke, and Lynn crossings of Eastlake Avenue, provided that east/west through traffic is not encouraged with a fill signal at Louisa Street, and include a "walk" signal on the south side of Louisa Street.

2. Eastlake Main Street Strategy

This strategy accepts Eastlake Avenue's arterial status, but works to make it safer and more pleasant for pedestrians, bicyclists, transit riders, and local traffic. The strategy also selects parts of Eastlake Avenue for emphasis respectively as business areas and residential areas. For the commercial sections of Eastlake Avenue, this strategy has the additional meaning that, on a selective basis, we will pursue the "Main Street" program for business district vitality that is promoted by the state Department of Community, Trade, and Economic Development.

- CD-1.1 (also M-5. 1) Implement zoning changes for the "Eastlake Avenue Pedestrian District" that creates identifiable residential and commercial districts, relocates vehicle access and parking away from Eastlake Avenue, and requires street-level, neighborhood-serving uses and improves the pedestrian qualities of the district (see details in Chapter IV: Community Development Planning Element)
- CD-1.2 Develop and implement streetscape standards for the "Eastlake Avenue Pedestrian District"
- CD-19 Prohibit skybridges on public property and rights-of-way, and work with the City and project applicants to enhance the public streetscape.
- M-2.1 Install street-level amenities such as litter cans, bus shelters, benches, and trees.
- M-2.3 Continue the "cornerstones" sidewalk art on additional street comers.
- M-3.1 (also T-5. 1) Work with King County Metro to establish that all express buses that use Eastlake Avenue will stop at least twice in the neighborhood.
- M-3.2 Move one block north some of the HOV-only parking places that now interfere with retail parking on the east side of Eastlake Avenue between Lynn and Louisa streets.

- T-1.1 On Eastlake Avenue south of Boston Street to Fairview Avenue, establish a street section (during off-peak hours) with one lane of travel in each direction, a center turn lane, and a parking lane on each side.
- T-2.3 Install pedestrian half-signals (stop lights) at the Allison, Newton, and Howe crossings of Eastlake Avenue.
- M-3.3 (also T-1.2 and OS-14.2) Install planted medians in the Eastlake Avenue center lane when this is supported by the abutting property owners
- M-3.4 (also T-1 .3) Eliminate the current peak period parking prohibition on Harvard Avenue that creates a second travel lane in the direction of peak commute, and explore reducing the hours or dropping entirely the current peak period parking prohibition on Eastlake Avenue.
- NG-1. 1, 1.2, and 1.3 Place a major piece of art at the North Gateway triangle on Eastlake Avenue through a community-based art selection process, and consistent with community preferences.
- T-2.5 Install a mid-block crossing of Eastlake Avenue at Shelby Street. Fairview-Olmsted Park will open in 1999 just west of this intersection, and the Shelby hillclimb is proposed just east of it.
- T-7.1 Light rail should not be on the surface of, or elevated above, any Eastlake streets.
- T-7.4 A monorail line on Eastlake Avenue cannot be recommended because of view blockage, loss of property values and privacy, loss of street space, and possible taking of property.
- T-7.6 Oppose a light rail station in Eastlake if there are not strong protections against inundation by up-zoned commercial development and by commuters arriving by car.

3. Fairview Shoreline Corridor Strategy

In 1994 the Seattle Design Commission honored Fairview Avenue E. as a “street that works.” The Fairview Shoreline Corridor Strategy seeks to protect and enhance Fairview’s unique pedestrian attractions by applying (where appropriate) traffic calming measures or separated walkways, new or improved shoreline parks, and changes in City regulations tailored to preserve its character at different points.

- CD-15 Conduct a neighborhood-based, site-specific plan for the potential redevelopment of NOAA, and other major properties along the Fairview Avenue E. shoreline in a way that strengthens Eastlake’s existing maritime uses, recreational uses, shoreline habitat, and floating home community.
- OS- 1.1, OS-1 .2, and T-1. 12 Preserve and enhance Fairview Avenue E. between Fuhrman and Hamlin as a country lane by: (1) designating it as a green street Type HI,

and developing and implementing a plan for street and streetscape improvements consistent with the rural country lane (for details, see Chapter VI: Open Space Element); (2) enhancing vegetation east of Fairview in the half-block south of Fuhrman; and (3) preparing and implementing a study for traffic calming, traffic circulation, pedestrian safety and on-street parking.

- 0s-2.1 Complete Fairview Olmsted Park without curbs or gutters (“country road”).
- OS-3. 1 and OS-3.3 Enhance Fairview Avenue E. between Roanoke and Newton as a shoreline residential street by (1) designating it as a green street Type III, developing and implementing a plan for street and streetscape improvements consistent with the intended character of the street, and recognizing that this portion of the City-designated urban trail is on the Fairview Avenue E. roadway (OS-3. 1); and (2) improving access and amenities at the Union Harbor public access site (OS-3.3).
- OS-4.2 and OS-4.3 Enhance Fairview Avenue E. between Newton and Galer as a day use hub by preserving and enhancing habitat and existing trees.
- OS-6. 1, OS-6.2, and OS-6.4 Preserve as open water the submerged parcel (located in front of the Fairview trestle and Zymogenetics between Eastlake and South Lake Union), with a priority on habitat and retaining public ownership.
- 0s-12.2 Study through a public process, including the affected property owners, a pedestrian connection between Fairview Avenue E. just north of Mallard Cove and the upper street end of Edgar. If this process is inconclusive, study other routes, including an overwater route that follows the Fairview Avenue E. right-of-way through Mallard Cove.
- 0s-22.1 (also OS-1 .4, OS-3 .3, and OS-3. 10) Improve existing street-end parks and ensure their continued maintenance.
- T-1.6 Install traffic calming measures at the intersection of Fairview Avenue E. and Newton Street.
- T-1.7 To discourage drivers from making fast, sweeping turns, redesign the intersection where Fairview Avenue E. turns to the southwest and becomes Fairview Avenue N.
- T-3.3 Install a pedestrian walkway on the west side of Fairview Avenue E. between Blaine Street and Fairview Avenue N.

4. I-5 Corridor Impact Strategy

Construction of Interstate 5 was a historical blow to the Eastlake and Portage Bay/Roanoke Park neighborhoods. The I-5 Corridor Impact Strategy seeks to restore long-broken pedestrian and bicycle connections and make it safer on City streets near the I-5 on- and off-ramps. It also seeks to reduce noise and vibration to nearby homes and businesses, protect and improve the right-of-

way lands, and ensure that proposed light rail and monorail lines not be another neighborhood-damaging corridor.

- M-2.6 Landscape the freeway ramps entering and leaving the neighborhood.
- M-4.5 Install “Capitol Hill/Eastlake” signs near the Eastlake off-ramps on I-5.
- T-3.6 (see also OS-7.3) Install a set of stairs and wheelchair accessible walkways under the I-5 viaduct between Franklin Avenue E. and Lakeview Boulevard, to connect to the existing Blaine and Garfield Street stairs up to 10th Avenue E.
- T-4.2 (see also OS-7.2) Redesign the intersection of Boylston Avenue, Lakeview Boulevard, Newton Street and the I-5 on-ramp to facilitate safer conditions for local traffic, bicycles, and pedestrians.
- T-2.8 Re-establish pedestrian access on the north side of the Roanoke Street bridge across I-5. Include “No Right on Red” sign for westbound traffic on Roanoke turning north to Harvard, and an additional crosswalk on the north side of the Harvard/Roanoke intersection.
- T-6.1 Urge WSDOT to retrofit the I-5 Ship Canal bridge with sound-absorbent panels above the express lanes to reduce reflected noise. WSDOT’S acoustic consultants estimate this measure could reduce noise by ten decibels.
- T-6.2 Urge WSDOT to install small noise walls on both sides of the I-5 express lanes just north of Shelby Street. This site is particularly noisy, but also well suited for construction of a wall. Design of freeway noise walls should include input from affected residents, and should be accepted by affected residents prior to construction.
- T-6.4 Urge WSDOT and the state legislature to allocate funds for noise retrofits. City of Seattle to exert influence in Olympia for such funds, which are at a zero level in the current biennial state budget. Support legislation redirecting revenues from parking leases along WSDOT’s rights-of-way (that revenue now funds highway development in rural areas), revenue from cellular antennas, and any other appropriate sources of funding.
- T-6.7 Urge WSDOT to resurface this stretch of I-5 with “quiet pavement”. When WSDOT resurfaced SR520 on the bridge deck and to the east, noise levels were significantly reduced. Though this technology can be expensive, it can help mitigate noise in affected neighborhoods without even more expensive barriers or lids.
- T-6.8 (also OS-7. 1 and OS-1 1.7) Under I-5, urge WSDOT to ensure adequate drainage, treat storm water runoff, and keep the area clean, safe, and well-lighted.
- Os-11.7 Identify and implement storm water runoff treatment methods that are habitat-sensitive, such as bioswales.

- T-7.2 Oppose an additional light rail (or monorail) bridge crossing over the Ship Canal, or a nearby tunnel opening, as both would significantly harm properties and homes.
- T-7.8 Support the Capitol Hill tunnel route for light rail. If the South Lake Union alternative is chosen as the light rail route, support only the all-tunnel alternative through Eastlake and Portage Bay.
- OS-11.6 Support and enhance habitat uses on the WSDOT-owned hillside west (Fairview side) of the leased parking lot south of Fuhrman; enhance existing vegetation; require that any pathway on the hillside be an unpaved path.
- Os-7.5 Install appropriate lighting and callboxes to enhance safety under I-5 south of Newton.

5. Many Recommendations are Related to a **Strategy**; a Few are Individually Key

As noted in Chapter II, many recommendations that are in the planning element chapters will not be found above in the key integrated strategies, and thus are classified as being of near-term or long-term significance. The method by which recommendations were classified as key, near-term, or long-term is discussed at the end of the Chapter II. Some near- or long-term recommendations will reinforce the key integrated strategies and could have been listed with them in this chapter, but were not judged as being of as high a priority as the ones listed there. Other near- and long-term recommendations in fact are a high priority in this neighborhood plan, but do not happen to fit integrally with any of the four key strategies. The “individually key” recommendations are area-wide neighborhood amenities or issues: urban village designation (UV-1), urban village boundary (UV-2), building facade guidelines (CD-6), community notices (CD-8), rezone criteria (CD-9), planting strips and vegetation (OS-21 and CD-13), acquisition of open space (OS- 16), fair share impact mitigation (OS- 17), street vacation policy (OS- 18), views (CD-2 and OS-23), and cobblestone streets (CD-1 1).

6. Near-Term Recommendations

Some recommendations that are not in the above key integrated strategies require near-term action.

- AH-1 .4 Prepare a community-based study of the possibility of modifying off-street parking requirements, density and height limits, and other development standards for housing units covenanted to be affordable to those with low or low-moderate incomes.
- AH-1.5 Adopt the use, development standard, and permitting changes outlined in recommendation CD- 1 (Eastlake Avenue Pedestrian District) to achieve mixed use and single purpose residential projects on commercial and neighborhood

commercial zoned properties that are not part of Eastlake's commercial core and corners.

- AH-1.7 Continue the neighborhood's support, and encourage the expansion, of social services for youth, seniors, the disabled, and others.
- CD-2. 1 and CD-2.2 Develop and adopt design standards and guidelines to preserve and improve public and private views. Adopt development standards and guidelines for public viewsapes and view corridors. And adopt an "Eastlake Roof Sightlines and Roofscapes" design guideline.
- CD-5. 1 and CD-5.2 Adopt changes to the design review program that expands the types of projects included in mandatory design review and creates more neighborhood participation. Revise the current permitting process by adopting a mandatory design review program for projects in L 1, L2 and C zones that also require environmental review. And for all neighborhoods, support adoption of a more neighborhood-based, interactive design review process.
- CD-6. 1 and CD-6.2 Adopt the following design guidelines to achieve interesting, contextual and human-scaled building facades: "Eastlake Facade Width" design guideline for L 1, L2 and L3 residential zones; and "Eastlake Facade and Storefront Character" design guideline.
- CD-7 Encourage the development of live/work units in areas that already allow commercial development, beginning with the preparation of an evaluation of live/work units in Eastlake.
- CD-8. 1 and CD-8.2 Identify appropriate locations on public and private property throughout Eastlake for community kiosks, bulletin boards, and other methods of posting notices of community interest. Prepare a community notice study; install community notice fixtures where and when opportunities arise.
- CD-9 Adopt rezone locational criteria for Lowrise 3 and Lowrise 4 zones in Eastlake that emphasize scale and density compatibility with existing development.
- CD-10 Prepare and implement a plan, with design standards, guidelines and incentives, for key "Eastlake Neighborhood Hillclimbs and Passageway s."
- CD-1 1 Prepare and implement a plan to preserve, restore and maintain Eastlake's cobblestone street surfaces.
- CD-17.1 Develop tracking and enforcement mechanisms for elements of Eastlake projects, including amount and location of parking required for all approved Eastlake projects and for Transportation Management Programs (TMPs).
- D-2.1 Adopt City policies that preserve "Mom and Pop" and other small neighborhood serving businesses
- D-2.3 Provide "welcome packets" for new residents and businesses

- D-2.4 Use the Eastlake web site for advertising
- M-1.1 Explore developing a united theme suitable for joint advertising for the Eastlake business district.
- M-1.2 Explore having an annual Eastlake event to promote the neighborhood's retail and services businesses.
- M-2.2 Expand volunteer cleanup efforts.
- M-2.5 Install bulletin boards or information kiosks (see also CD-8).
- M-4.1 Provide prospective businesses with demographic information on Eastlake.
- M-4.2 Recruit businesses that the neighborhood needs.
- M-4.4 Initiate more media mentions of Eastlake businesses.
- NG-1.4. An off-leash area for dogs is not compatible with the art placement and green space recommendations for the North Gateway. [Near-term]
- 0s-3.4 Improve walking, jogging, and bicycling conditions on Fairview Avenue E. (e.g. fill potholes).
- 0s-15.1 Repair storm drain at the Yale Avenue entry to the Louisa Street arborway.
- 0S-16 The City should seek opportunities to purchase land in Eastlake for designation, preservation, and protection as open space.
- 0s-17.1 The City Council should evaluate, develop and adopt a fair share impact mitigation program to support parks and open space, consistent with RC W 36.70A. Under such a program, fair share fees would be used to purchase and, where appropriate, develop additional open space and park land.
- 0S-18.1 The City Council should explore a policy to the effect that public rights-of-way should be maintained in public ownership except where it has been shown that: (a) substantial community support exists for private ownership, (b) substantial community benefit will be achieved by private ownership; c) habitat values of existing undeveloped space are shown to be preserved or increased by private ownership; and (d) pedestrian access is assured in perpetuity.
- 0s-5.1 If adjustments are made in the ownership of the Howe Street right-of-way between Eastlake and Fairview avenues to improve the pedestrian connection and make the private properties more contiguous, maintain the existing 30-foot right-of-way and assure no net loss of public property unless property owners can show that their street vacation request complies with the proposed street vacation policy (OS- 18).
- 0s-19.1 Conduct a tree inventory that will identify trees that should be protected and trees that should be planted to enhance the neighborhood, and includes standards for tree planting where appropriate.

- 0s-19.3 Identify opportunities to enhance native vegetation.
- 0S-20.3 Identify ways to deal with the beavers that gnaw trees along the Lake Union shoreline.
- 0S-21.9 Prohibit the paving over of existing unpaved planting strips, except where part of a neighborhood prepared design.
- T-1.4 The City of Seattle should work with other localities and with state legislators to amend state law to permit localities to enforce speed limits on residential streets down to 15 miles per hour from the current 25, and to allow a school zone speed of 20 miles per hour to be enforced whether crossing guards are present or not.
- T-1.5 Reduce the posted speed limit from 25 to 15 miles per hour on Fairview Avenue E. between Roanoke and Newton streets.
- T-1.8 Install a stop sign at the west end of Blaine Street for turns onto Fairview Avenue E.
- T-1.13 In general, do not widen existing street widths, construct large curb radii, or make other roadway or intersection modifications that expand Eastlake's existing street sections, unless identified and supported in an Eastlake planning process.
- T-2.1 Make all crosswalks on Eastlake, Harvard, and Boylston Avenues marked crosswalks. Renew marked crosswalks that have faded.
- T-2.4 Restore automatic "walk" at full traffic signals. As is still the case at the Lynn Street crossing of Eastlake Avenue, do not require pedestrians to press a button in order to obtain a "walk" indicator at full traffic signals (push button would still be used to gain a quicker "walk" signal, and at pedestrian half-signals).
- T-2.7 Install a green arrow for left turns westbound from Lynn to provide a "walk" phase across Eastlake protected from Lynn Street left turns. Neighborhood will support only if Lynn Street not widened.
- T-3.5 Complete the sidewalks on Allison and Hamlin streets between Eastlake Avenue and Fairview Avenue E.
- T-3.8 (see also OS-3.7) Explore a possible walkway or viewing platform that, at no sacrifice to habitat, allows pedestrians to pass on the west side of Fairview Avenue at the Boston Street-end.
- T-4.1 (also OS-13.1) Recognize Minor Avenue as a "major bikeway" (a designation now given only to Fairview Avenue E.). Doing so would encourage bicycle travel on Minor in addition to Fairview and Eastlake avenues.
- T-4.3 Install more bicycle racks, particularly at businesses and parks.

- T-5.3 Reduce deadheading (bus storage) in Eastlake, including Eastlake Avenue south of Fairview Avenue N.
- T-5.4 Increase the number of bus shelters and decorate them with the help of artists and students from the neighborhood; provide benches at more bus stops, and restore the benches that were removed at Lynn Street (northbound).
- T-6.3 Develop a community consensus for additional locations and designs for noise walls.
- T-6.5 Work with WSDOT and the City to further reduce the hours when the I-5 express lanes are in operation. They are now usually closed between 11 p.m. and 5 a.m., whereas the City noise ordinance recognizes 10 p.m. to 7 a.m. as quiet times.
- T-7.7 Potential impacts of one or more monorail stations must be closely examined before such a station could be recommended.
- UV-1 Confirm the Comprehensive Plan designation of Eastlake as a residential urban village.
- UV-2 Adopt the boundary for the Eastlake residential urban village shown on Figure III-1. This boundary includes all properties shown within the Comprehensive Plan's preliminary boundary for Eastlake, and adds the following general areas:
 1. To the northeast, add the entire 2900 block of Franklin Avenue East, the triangular North Gateway site, and portions of the I-5 right-of-way;
 2. To the south, add properties that are north of the southern edges of the City-owned submerged lands, the Fairview Avenue trestle, Zymogenetics' Hydro House, and East Nelson Place. Additions would include the Zymogenetics Steam Plant, Hydro House, and South Gateway sculpture (an earlier Eastlake Tomorrow project), and the properties shoreward of Fairview Avenue E. south of Newton Street, including Terry Pettus Park, NOAA, Lake Union Dry Dock, Seattle Seaplane, State Waterway No. 8 and the submerged City-owned lands on both sides of the waterway.

7. Long-Term **Recommendations**

Following are the recommendations that have a longer time frame.

- CD-2.3 Develop and adopt design standards and guidelines to preserve and improve public and private. Adopt a design guideline that provides incentives for slot views through private property.
- CD-12 Develop a Lynn Street pedestrian improvement project.
- CD-13 Prepare development standards and guidelines to increase the amount and creative use of vegetation on public and private properties and buildings.

- CD-14 Adopt an “Eastlake Natural Sound Absorption” design guideline to reduce noise on and emanating from public and private properties.
- CD-1 6 Develop and adopt development standards and/or an “Eastlake Transitional Massing” design guideline that would increase the compatibility of commercial and residential uses on abutting properties in Eastlake.
- CD-17.2 Develop tracking and enforcement mechanisms for important elements of Eastlake projects, including types and square footage of non-residential approved uses, and approved height.
- M-2.4 Explore creating a design concept for lighting Eastlake Avenue at night which would include pedestrian sidewalk lighting within each of the business nodes and a lighting design for business and office facades within the nodes.
- M-4.3 Publish a map guide of neighborhood businesses.
- 0s-3. 10 Implement existing plan for Louisa Street-end park,
- 0s-9.1 On the Shelby Street right-of-way, create a hillclimb stairway between Eastlake and Franklin avenues, connecting with the stairs through Fairview-Olmsted Park down to Lake Union.
- OS-22.4 Develop a park at the Allison Street-end.
- T-1.9 Install traffic calming measures at the intersection of Fairview Avenue E. and Lynn Street.
- T-1.10 Install traffic calming measures at the intersection of Fairview Avenue E. and Roanoke Street.
- T-1.11 Redesign the intersection of Eastlake and Harvard avenues to reduce collisions; redesign should include (1) curb bulbs and wider sidewalks for that portion of Harvard Avenue fronting on the commercial property between the Franklin Avenue staircase and Allison Street, and (2) additional planted median at the intersection of Harvard Avenue and Eastlake Avenue.
- T-2.9 Once the City has clarified the variety of Key Pedestrian Streets and the rules that apply to them, explore designating one or more streets in Eastlake as a Key Pedestrian Street.
- T-3.1 Restore and clean sidewalks throughout the neighborhood.
- T-3.2 Identify those sites that have excessively wide or unused driveways, and recommend driveway sharing and curb restoration as appropriate.
- T-3.4 At no sacrifice to habitat, complete the walkway on the west side of Fairview Avenue E. from Fuhrman Avenue to Martin Street (south of University Bridge).

- T-3.7 Explore ways to connect the Edgar Street-end with Fairview Avenue E. north to Hamlin Street (north end of Mallard Cove); if this does not work, explore a floating walkway on the Fairview Avenue E. right-of-way. (Similar to 0s-12.2)
- T-5.5 Study Lake Union ferry to connect Fremont, UW, Eastlake and Westlake.
- T-5.6 Study jitney (van/bus) to circle Lake Union.
- T-5.7 Neighborhood-wide trip reduction project.
- T-5.8 Yield signs at Franklin Avenue intersections.
- T-5.9 Complete the sidewalk on the north side of Newton Street between Eastlake and Franklin avenues.
- T-6.6 Secure a City ordinance prohibiting the use of diesel compression brakes on the Eastlake sections of I-5.
- T-6.9 Encourage the City, County, and School District to conduct a study of the tax revenue foregone from property tax devaluation because of increasing levels of noise.
- T-7.3 Explore the addition of rail to I-5 and the ship canal bridge, if it produces a net reduction in noise and vibration and does not produce a widening of the bridge.
- T-7.5 A Boylston Avenue or I-5 monorail route could be explored if it produces a net reduction in noise and does not harm existing properties.